(c) Presently, at AAl's Hyderabad airport there is no open access model for supply of ATF. Consequent upon restructuring and handling over of Mumbai and Delhi airports to JVCs, the new operators are free to take a decision on the matter. Similarly, for Greenfield airports at Hyderabad and Bangalore, the decision rests with the concerned operators.

**Casual labours in Indian Airlines**

556. SHRI CHITTABRATAMAJUMDAR:
SHRI TAPAN KUMAR SEN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of casual labours working in Indian Airlines on 90 days basis at various regions of Mumbai, Kolkata, Chennai and Delhi (region-wise break up) and for how long they have been working;

(b) whether these casual labours have been empanelled for regular vacancies to be filled up as per the Recruitment and Promotion Rules of Indian Airlines; and

(c) whether the vacancies will be filled up by the Indian Airlines before the proposed merger of Air India and Indian Airlines is completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVILAVIATION (SHRI PRAFUL PATEL): (a) As on 31.10.2006, there were 1495 casual workers engaged in Indian Airlines in different regions as under-Northern Region-403, Headquarters-61, Southern Region-321, Hyderabad-72, Eastern Region-233, Western Region-405. As records on engagement of casual labour are normally retained for three years only, the length of service rendered by these casual workers cannot be ascertained. However, many of them have been working on rotation basis for three years.

(b) and (c) No, Sir.

**Leasing of aircrafts**

557. SHRI CHITTABRATAMAJUMDAR:
SHRI TAPAN KUMAR SEN:

Will the Minister of CIVILAVIATION be pleased to state:—

(a) what is the fleet strength of Indian Airlines and Air India as on 31st Octobers, 2007 (type-wise, owned and leased breakup),